



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Administrative Committee

*Chair, Jesse Arreguin, Mayor, City of Berkeley*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, April 9, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

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#### Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee will be meeting on April 9, 2021, 9:40 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at: <https://abag.ca.gov/meetings-events/live-webcasts>

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/85682891186>

iPhone One-Tap: US: +14086380968,,85682891186# or +16699006833,,85682891186#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923 or  
+1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 856 8289 1186

Detailed instructions on participating via Zoom are available at:  
<https://abag.ca.gov/zoom-information>

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "\*9".

In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The ABAG Administrative Committee may act on any item on the agenda.  
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.  
or immediately following the preceding MTC committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

**Roster**

Jesse Arreguin, Cindy Chavez, Pat Eklund, Neysa Fligor, Dave Hudson, Karen Mitchoff, Raul  
Perez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

**1. Call to Order / Roll Call / Confirm Quorum**

**2. ABAG Compensation Announcement – Clerk of the Board**

**3. ABAG Administrative Committee Consent Calendar**

- 3.a. [21-0525](#) Approval of ABAG Administrative Committee Summary Minutes of the  
March 12, 2021 Meeting

Action: ABAG Administrative Committee Approval

Presenter: ABAG Clerk of the Board

Attachments: [3a AC Minutes 20210312 MTC Planning Draft.pdf](#)

**4. MTC Planning Committee Consent Calendar**

- 4.a. [21-0439](#) Approval of MTC Planning Committee Minutes of the March 12, 2021  
Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Mar 12 2021.pdf](#)

- 4.b. [21-0464](#) Federal Performance Target-Setting Update 2021 State of Good Repair  
for Transit Assets Targets

Action: Information

Presenter: Raleigh McCoy

Attachments: [4b Federal Performance Target-Setting Update Transit Asset 2021.pdf](#)

**5. Public Comment / Other Business**

*Information*

**6. Adjournment / Next Meeting**

*The next regular meeting of the ABAG Administrative Committee is on May 14, 2021.*

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0525      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 3/22/2021      **In control:** ABAG Administrative Committee

**On agenda:** 4/9/2021      **Final action:**

**Title:** Approval of ABAG Administrative Committee Summary Minutes of the March 12, 2021 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a AC Minutes 20210312 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the March 12, 2021 Meeting

ABAG Clerk of the Board

ABAG Administrative Committee Approval



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

*Chair, Jesse Arreguin, Mayor, City of Berkeley*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, March 12, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

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#### **Association of Bay Area Governments Administrative Committee**

The ABAG Administrative Committee may act on any item on the agenda.  
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.  
or immediately following the preceding MTC committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

#### **Roster**

Jesse Arreguin, Cindy Chavez, Pat Eklund, Neysa Fligor, Dave Hudson, Karen Mitchoff,  
Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

### **1. Call to Order / Roll Call / Confirm Quorum**

Chair Arreguin called the meeting to order at about 9:42 a.m. Quorum was present.

**Present:** 9 - Arreguin, Chavez, Eklund, Fligor, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

**Absent:** 2 - Hudson, and Wilson L

### **2. ABAG Compensation Announcement – Clerk of the Board**

The ABAG Clerk of the Board gave the ABAG compensation announcement.

### **3. ABAG Administrative Committee Consent Calendar**

Upon the motion by Eklund and second by Ramos, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 9 - Arreguin, Chavez, Eklund, Fligor, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

**Absent:** 2 - Hudson, and Wilson L

- 3.a. [21-0334](#) Approval of ABAG Administrative Committee Summary Minutes of the February 12, 2021 Meeting

**4. MTC Planning Committee Consent Calendar**

The MTC Planning Committee took action on this item.

- 4.a. [21-0301](#) Approval of MTC Planning Committee Minutes of the February 12, 2021 Meeting

**5. Information**

- 5.a. [21-0302](#) Plan Bay Area 2050: Implementation Plan Update

Initial list of potential implementation actions to support the 35 strategies included in the adopted Plan Bay Area 2050 Final Blueprint.

Chirag Rabari gave the report.

The following gave public comment: Aleta Dupree; Roland Lebrun; Adina Levin of Friends of Caltrain/Seamless Bay Area; Rich Hedges; Leslie Gordon of Urban Habitat; and Shajuti Hossain of Public Advocates.

The following submitted public comment: 6 Wins for Social Equity Network.

**6. Public Comment / Other Business**

The following gave public comment: Roland Lebrun.

**7. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 11:11 a.m. The next regular meeting of the ABAG Administrative Committee is on April 9, 2021.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 21-0439      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 3/3/2021      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 4/9/2021      **Final action:**

**Title:** Approval of MTC Planning Committee Minutes of the March 12, 2021 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a MTC PLNG Minutes Mar 12 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Approval of MTC Planning Committee Minutes of the March 12, 2021 Meeting

**Recommended Action:**

MTC Planning Committee Approval

**Attachments:**

## Meeting Minutes - Draft

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spering, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,  
Sam Liccardo, and Libby Schaaf*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

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Friday, March 12, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

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#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Connolly, Commissioner Liccardo, Vice Chair Rabbitt, Chair Spering, Vice Chair Ahn, Commissioner Chavez and Commissioner Canepa

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Pedroza and

Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Chavez, Eklund, Fligor, Mitchoff, Peralez, Rabbitt, Ramos, and Romero.

#### 2. ABAG Compensation Announcement – Clerk of the Board

#### 3. ABAG Administrative Committee Consent Calendar

- 3a.     [21-0300](#)     Approval of ABAG Administrative Committee Summary Minutes of the February 12, 2021 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [3a ABAG AC Minutes 20210212 MTC Planning Draft.pdf](#)



#### 4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Ahn and second by Commissioner Connolly, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 6 - Commissioner Connolly, Commissioner Liccardo, Vice Chair Rabbitt, Vice Chair Ahn, Commissioner Chavez and Commissioner Canepa

**Absent:** 1 - Chair Spering

- 4a. [21-0301](#) Approval of MTC Planning Committee Minutes of the February 12, 2021 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [4a MTC PLNG Minutes Feb 12 2021.pdf](#)

Commissioner Spering arrived after the approval of the Consent Calendar.

#### 5. Information

- 5a. [21-0302](#) Plan Bay Area 2050: Implementation Plan Update

Initial list of potential implementation actions to support the 35 strategies included in the adopted Plan Bay Area 2050 Final Blueprint.

**Action:** Information

**Presenter:** Chirag Rabari

**Attachments:** [5ai PBA50 Implementatio Plan Update-Summary Sheet, Attachments B and C.pdf](#)  
[5aii PBA50 Implementation Plan update Attachment A-PowerPoint.pdf](#)  
[5aiii Correspondence Received-PBA50 Implementation Plan update.pdf](#)

Written public comments were received from:  
6 Wins for Social Equity Network

The following members of the public were called to speak:  
Aleta Dupree;  
Roland Lebrun;  
Adina Levin of Friends of Caltrain/Seamless Bay Area;  
Rich Hedges;  
Leslie Gordon of Urban Habitat; and  
Shajuti Hossain of Public Advocates.

**6. Public Comment / Other Business**

Roland Lebrun spoke on this item.

**7. Adjournment / Next Meeting**

The next meeting of the MTC Planning Committee will be Friday, April 9, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 21-0464      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 3/4/2021      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 4/9/2021      **Final action:**

**Title:** Federal Performance Target-Setting Update 2021 State of Good Repair for Transit Assets Targets

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b Federal Performance Target-Setting Update Transit Asset 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Federal Performance Target-Setting Update 2021 State of Good Repair for Transit Assets Targets

**Presenter:**

Raleigh McCoy

**Recommended Action:**

Information

**Attachments:**

# Metropolitan Transportation Commission Planning Committee

April 9, 2021

Agenda Item 4b

## Federal Performance Target-Setting Update 2021 State of Good Repair for Transit Assets Targets

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**Subject:** Update on State of Good Repair for Transit Assets performance measures, including 2020 performance and 2021 targets.

**Background:** The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in **Attachment A**). Under MTC Resolution No. 4295 adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

This memorandum summarizes MTC's target-setting actions for State of Good Repair for Transit Assets and presents the methodology and rationale used to arrive at the targets. MTC will set targets for the four federally-mandated performance measures for State of Good Repair (SGR) for Transit Assets for the fifth time in April 2021. The performance measures are:

- Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class (18 asset classes)
- Percentage of facilities within a condition rating below fair by asset class (2 asset classes)
- Percentage of guideway directional route-miles with performance restrictions
- Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark

The remaining performance measures under the federal goal area of Infrastructure, which quantify the condition of bridges and pavement on the National Highway System (on Interstate and Non-Interstate facilities), will be updated by Caltrans and MTC in the year 2022.

In setting these targets, MTC staff worked in close collaboration with the region's transit operators. Based on an analysis of available funding for the coming year, we expect two of four asset categories - revenue vehicles and non-revenue vehicles - to see modest improvements in the percentage of assets in a state of good repair, which would represent a continuation of progress made over the past year. Facilities and guideway are expected to see slight declines in state of good repair in 2021.

### **State of Good Repair for Transit Asset Targets - Methodology**

As discussed in **Attachment B** and **Attachment C**, MTC is required to establish quantifiable regional targets for the State of Good Repair for Transit Assets annually. MTC's State of Good Repair targets reflect an aggregation of individual targets set at the operator level. On an annual basis, MTC coordinates an update to the Regional Transit Capital Inventory, a database maintained by MTC which contains information on operators' transit asset inventories. This database is used to calculate the percentage of assets not in a state of good repair for each operator each year. These percentages are aggregated to a region-wide level, which represents the performance measure for each asset class. In order to set targets for the following year, transit operator staff estimate their expected state of good repair funding for the coming year and calculate the percentage of assets in each asset class they expect to be able to rehabilitate or replace with that funding. MTC works with operators to help them set realistic targets.

#### **Issues:**

### **Impact of COVID-19 on Transit Asset Condition Performance**


Per federal regulations, Bay Area transit operators set their 2021 State of Good Repair for Transit Assets performance targets in October 2020, months into the COVID-19 pandemic. The impact of the pandemic and ensuing Shelter-in-Place guidelines on transit operators' financial resources has been well-documented, with operating revenues dipping significantly below prior expectations, primarily as a result of lower fare revenues. Despite this challenging time for transit operations, performance for State of Good Repair for Transit Assets has not yet been significantly altered, given the pandemic has yet to impact capital funding sources and some of the procurements of transit assets are either underway or fully funded. Should capital funding become more scarce over the next several years, this will be reflected in future transit asset performance and targets. Staff will continue to monitor progress toward the 2021 targets over the coming year.

#### **Next Steps:**

Updated transit asset condition targets have been posted on Vital Signs, where progress toward targets is updated on an annual basis. The next round of target-setting for federal performance measures will occur in December 2021, where MTC will set its first round of targets for Safety of Public Transit Systems in partnership with Bay Area transit operators.

#### **Attachments:**

Attachment A: List of Federally-Required Performance Measures  
Attachment B: April 2021 Target-Setting Summary: State of Good Repair for Transit Assets  
Attachment C: 2021 Targets for State of Good Repair for Transit Assets

  
Therese W. McMillan

List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
<b>Safety</b>  HSIP TSOP	Number of Fatalities on Roads	<b>1. Total number of road fatalities</b>	Annual	State: <b>annually in August</b> MPO: <b>annually in February</b>	Caltrans set its 2021 targets in August 2020. MTC must set regional targets by February 2021. Three rounds of target-setting complete.
	Rate of Fatalities on Roads	<b>2. Road fatalities per 100M VMT</b>	Annual	State: <b>annually in August</b> MPO: <b>annually in February</b>	
	Number of Serious Injuries on Roads	<b>3. Total number of serious injuries on roads</b>	Annual	State: <b>annually in August</b> MPO: <b>annually in February</b>	
	Rate of Serious Injuries on Roads	<b>4. Serious injuries on roads per 100M VMT</b>	Annual	State: <b>annually in August</b> MPO: <b>annually in February</b>	
	Non-Motorized Safety on Roads	<b>5. Combined total number of non-motorized fatalities and serious injuries</b>	Annual	State: <b>annually in August</b> MPO: <b>annually in February</b>	
	Safety of Public Transit Systems	<b>6. Total number of reportable transit fatalities</b> <b>7. Reportable transit fatalities per RVM by mode</b> <i>(example below)</i> a. Motor bus b. Light rail c. etc. <b>8. Total number of reportable transit injuries</b> <b>9. Reportable transit injuries per RVM by mode</b> <i>(example below)</i> a. Motor bus b. Light rail c. etc. <b>10. Total number of reportable transit safety events</b> <b>11. Reportable transit safety events per RVM by mode</b> <i>(example below)</i> a. Motor bus b. Light rail c. etc. <b>12. Mean distance between major mechanical failures by mode</b> <i>(example below)</i> a. Motor bus b. Light rail c. etc.	Annual	Operators: <b>July 2021</b> MPO: <b>January 2022</b>	Federal guidance required transit operators to establish a Public Transportation Agency Plan, including safety performance targets, by July 20, 2020. Due to extraordinary circumstances facing transit operators, this deadline was extended to July 20, 2021. MPOs will have 180 days after the establishment of the Safety Plan to establish regional targets.

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Infrastructure Condition	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	Bridge Condition on the NHS	17. Percentage of NHS bridges by deck area classified in good condition 18. Percentage of NHS bridges by deck area classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
NHPP NTAMS	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their ULB by asset class ( <i>example below</i> ) a. Motor bus b. Light rail vehicle c. etc. 20. Percentage of facilities within a condition rating below fair by asset class ( <i>example below</i> ) a. Administrative and maintenance facilities b. Passenger facilities 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Annual	Operators: annually in October MPO: annually in April	Operators set their 2020 targets in October 2019. MTC must set regional targets by April 2020. Three rounds of target-setting complete.
System Performance	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
NHPP	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable <del>25. Percent change in NHS tailpipe CO<sub>2</sub> emissions compared to 2017 baseline (eliminated by FHWA in spring 2018)</del>	Every 4 years	State: May 2022 MPO: November 2022	

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Freight Movement and Economic Vitality  NHFP	Freight Movement on the Interstate System	26. IHS truck travel reliability index	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	MTC supported State targets in 2018. One round of target-setting complete.
Congestion Reduction  CMAQ	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area <ul style="list-style-type: none"> <li>a. San Francisco-Oakland UA</li> <li>b. San Jose UA</li> <li>c. Concord UA**</li> <li>d. Santa Rosa UA**</li> <li>e. Antioch UA**</li> </ul> 28. Percent of non-SOV travel by urbanized area <ul style="list-style-type: none"> <li>a. San Francisco-Oakland UA</li> <li>b. San Jose UA</li> <li>c. Concord UA**</li> <li>d. Santa Rosa UA**</li> <li>e. Antioch UA**</li> </ul> ** = not required during 1 <sup>st</sup> target-setting cycle	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>  <i>Note that targets must be fully consistent with state targets; therefore the de facto target-setting deadline for both State and MPO is May 2022.</i>	State & MTC agreed upon targets in May 2018 for PHED and non-SOV travel. One round of target-setting complete.
Environmental Sustainability  CMAQ	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant <ul style="list-style-type: none"> <li>a. PM<sub>2.5</sub></li> <li>b. PM<sub>10</sub></li> <li>c. CO</li> <li>d. VOC</li> <li>e. NO<sub>x</sub></li> </ul>	Every 4 years	State: <b>May 2022</b> MPO: <b>November 2022</b>	MTC set regional targets for on-road mobile emissions based on EMFAC regional emissions forecasts in 2018. One round of target-setting complete.
Reduced Project Delivery Delays	none	none  <i>(neither MAP-21 nor FAST included performance measures for this goal)</i>	n/a	n/a	n/a



## April 2021 Target-Setting Summary: State of Good Repair for Public Transit Assets

### Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. Facilities are separated into administrative and maintenance facilities and passenger facilities, while revenue vehicles are separated into 18 sub-categories (e.g., light rail vehicle, bus, ferry, etc.)

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by October 1<sup>st</sup> of each year. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff developed targets to meet the year 2021 target-setting deadline of April 1<sup>st</sup> for State of Good Repair for Transit Assets.

Target-Setting Approach and Rationale

To set SGR targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For vehicles and infrastructure, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. With respect to facilities, prior targets had been set using the age of the facility as a proxy for its condition to determine the percentage of all regional transit facilities assets estimated to be out of a state of good repair. Operators' methodology has improved in the last couple of years due to new TAM Plan requirements. Operators are required to conduct physical inspections of their facilities to determine their condition rather than relying on the age of the facilities alone. As a result, most of the facilities' targets reflect the actual condition of the assets.

Review of 2020 Performance

The Bay Area met its performance targets for state of good repair for non-revenue vehicles, guideway, and facilities, though it fell short of its target for revenue vehicles. As current federal regulations stand, there is no penalty for not meeting the 2020 targets.

The share of revenue vehicles not in a state of good repair has decreased over the past four years, though progress stalled between 2019 and 2020 with the share remaining roughly flat and exceeding the target for 2020. The share of non-revenue vehicles past their useful life declined in 2020 as well, improving from 56 percent to 47 percent, outpacing the region-wide target of 52 percent for 2020. The 2021 targets for non-revenue vehicle asset condition represent a continuation of this trend.

Facilities remained in a similar condition between 2019 and 2020, with around 6 percent of facilities scoring below 3 on the TERM facility condition rating scale. This was in line with the target for 2020.

Finally, the region met its guideway target in 2020. The percentage of route directional miles with speed or operational restrictions remained at 1 percent between 2019 and 2020, below the target share of 1.3 percent. Analysis of funding availability and asset maintenance needs suggests performance may worsen slightly between 2020 and 2021, with a 2021 target of 1.5 percent reflecting that realistic expectation for performance.

While funding sources for transit operations were severely impacted in 2020 due to COVID-19 and the ensuing economic fallout, capital funding sources remained stable over the past year. With funding for capital maintenance and asset replacement remaining mostly intact, performance for State of Good Repair for Transit Assets did not experience significant adverse impacts in 2020. Over the next few years, MTC will continue to monitor transit capital funding and asset condition, but for the time being, the situation is stable.

Steady capital funding meant that maintenance work and replacement of aging assets was able to continue on-pace in 2020. In fact, some maintenance work was carried out more quickly than expected due to longer periods of suspended service. For example, with train service suspended after 9 PM, BART maintenance crews were able to expedite the replacement of aging electrical cables in downtown San Francisco.

Furthermore, transit assets likely did not degrade as much as they would have during a typical year in 2020, as transit agencies throughout the region decreased the number of service hours provided in response to COVID-19 and related Shelter-in-Place guidelines. This may have resulted in slight improvements in performance for condition of facilities and guideway due to higher than average use for these asset types, though revenue and non-revenue vehicle performance would not be impacted given that performance for these two asset types is measured as a function of asset age.

Summary of Proposed Targets

As presented in detail in **Attachment C**, MTC set the following targets for State of Good Repair for Transit Assets for 2021. As a whole, revenue vehicles are expected to see an improvement in state of good repair as vehicle and rolling stock replacements occur at the operator level over the coming year, with the share of revenue vehicles outside of a state of good repair expected to trend downward to roughly one in five assets. Non-revenue vehicles are also expected to see an improvement over the next year. The region's facilities and guideway were mostly in a state of good repair as of 2020, with just over 6 percent of facilities and 1 percent of guideway miles not in a state of good repair. These two asset types are expected to see increases in share of assets outside of a state of good repair between 2020 and 2021, as assets age at a faster rate than available maintenance and replacement funds are able to address.

**Percent of Assets Not in a State of Good Repair**

Asset Category	2020 Target	2020 Performance	2021 Target
Revenue Vehicles	24%	27% (target not met)	21%
Facilities	6%	6% (target met)	10%
Infrastructure	1.3%	1.0% (target met)	1.5%
Non-Revenue Vehicles	52%	47% (target met)	44%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

**2021 Targets for State of Good Repair for Transit Assets**

General Information

<b>Goal</b>	Infrastructure Condition
<b>Performance Measure(s)</b>	<ul style="list-style-type: none"><li>• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li><li>• Percentage of facilities with a condition rating below fair by asset class</li><li>• Percentage of guideway directional route-miles with performance restrictions</li><li>• Percentage of non-revenue vehicles that have met or exceeded their ULB</li></ul>
<b>Target(s) for Year</b>	2021
<b>Target(s) Deadline for MTC Approval</b>	April 1, 2021

Current Conditions and Targets

Measure	Subcategory	Current (2020)	Target (2021)	Total # (2020)	Measure ID
<b>Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)</b>	Articulated bus	12%	3%	437	US-19a
	Automated guideway vehicle	0%	0%	4	US-19b
	Automobile	18%	16%	84	US-19c
	Bus	15%	12%	2,347	US-19d
	Cable car	70%	70%	40	US-19e
	Commuter rail – locomotive	56%	56%	36	US-19f
	Commuter rail – passenger coach	41%	41%	177	US-19g
	Commuter rail – self-propelled passenger car	0%	0%	18	US-19h
	Cutaway bus	27%	21%	245	US-19i
	Double decker bus	0%	0%	3	US-19j
	Ferryboat	21%	19%	23	US-19k
	Heavy rail	75%	59%	870	US-19l
	Light rail	10%	0%	331	US-19m
	Minivan	28%	28%	139	US-19n
	Over-the-road bus	33%	34%	163	US-19o
	Trolley bus	0%	0%	306	US-19p
	Van	13%	10%	338	US-19q
	Vintage trolley	100%	100%	42	US-19r
<b>Percentage of facilities with a condition rating below fair</b>	Administrative and maintenance facilities	7%	11%	N/A	US-20a
	Passenger facilities	2%	8%	N/A	US-20b
<b>Percentage of guideway directional route-miles with performance restrictions</b>	n/a	1.0%	1.5%	N/A	US-21
<b>Percentage of non-revenue vehicles that have met or exceeded their ULB</b>	n/a	47%	44%	2,032	US-22

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets